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If our friends who favor us with manuscripts for ion wish to have refected articles returned, they publication wish to have reserved arthur purpose, must in all cases send slamps for that purpose.

The Real Rate Question.

It is a most disquieting inconsistency this which makes possible a pursuit of guilty corporations so passionate and radical in its character as to disturb the very foundations of the Government and at the same time invites to a sent in the Cabinet a man who is the very impersonation of the law breaking and law defying element among the corporations themselves. It is a most discouraging spectacle.

We indulge in no special criticism of the Secretary of the Navy. He is perhaps no better, and no worse, than his opportunities and environment. There were others than he concerned and implicated in the nefarious proceedings that have been unveiled and which are of the type that has so aroused Mr. ROOSEVELT'S resentment, the type of

the criminal rebate. This, in all humility, we regard as the blackest offence of our time against the body politic. Stringent laws there are there is no one to enforce them. Instead, we are urged with frantic and unseemly haste to enact other laws of a sweeping and revolutionary effect, to pass them in a whirlwind of popular thoughtlessness and passion when we are blind to their ominous import.

For our part we are thankful that the Senate has not lost its reserve or its dignity, that it retains its character as a true coordinate branch of the Government, and that it will not cast aside its traditions as a tribunal of deliberation and permit itself to be swept away by any wave of fictitious clamor. It will be an evil day for the American people when the Senate brings upon itself the reproach and obloquy achieved yester day by the House of Representatives.

How much more useful and inspiring a spectacle it would be if the President. out of his great power coupled with the plain reading of the law, should send even one railroad malefactor to jail! Why not probe the very case that wears so domestic an aspect? Why not determine what were the nature and character of the rebates given, not by the Secretary of the Navy-his person is sacredbut by the officials of his railroad? What interest did those officials personally own and hold in the beneficiary of those criminal rebates? How much of the rebates came back to the grantors of those rebates by reason of their, the grantors' stockholding in the grantee? Let the be more of an illumination and of more | began on Feb. 1: tion that the action of the House and the influences leading thereto were very much in the nature of a cuttlefish cloud of ink and mighty obscuring to the public

dent of the United States.

The Senate and Arbitration.

No fewer than seven arbitration treaties negotiated respectively with Great Britain, Germany, Italy, France, Sweden land, are now before the Federal Senate. have warned members of that body that ecutive session on Wednesday, had already been saddled with amendments in by the Senate; and in executive session arbitration as subject to such administration." two important amendments were added. with European Powers, they have been gutted by the trenchant mutilations to which they have been subjected in the report adopted unanimously by the Com-

mittee on Foreign Relations.

If Senator Lodge, the sturdy champion of the Gloucester fishermen, desires to avert the conclusion of any treaty with Newfoundland, he ought to be content with the amended form of the Hay-Bond convention, for the chance of its being accepted by the insular Government is small. What the United States would gain by the treaty is plain enough. Our fishing vessels entering Newfoundland waters would have the privilege of purchasing bait fishes on the same terms and conditions as are imposed on Newhave the privilege of touching and trad- ing at Puerto Plata? ing, procuring supplies, and buying or while, as to food products and the seven | Commander Dillingham were at Monte Cristinego-

specified manufactures, maximum rates of customs duty are prescribed, with the provision that no heavier duty shall ever be imposed on any articles coming from the United States than is imposed on such

articles coming from elsewhere. Now let us see what Newfoundland would get. The original text of the Hay-Bond convention provided for the free admission into the United States of ores of metals, coal and coal oil and untrimmed slate. All of these products are excluded by an amendment adopted in executive session. What is left? Well-codfish, seal oil, whale oil, whale meat, glue stock, unmanufactured whalebone and other by-products of the whaling industry, sealskins, herrings, salmon, trout and salmon trout, lobsters, cod roes, tongues and sounds, may enter the United States free of duty. The fish must always be fresh, however, for it is expressly provided that so-called cod liver oil, and codfish and herring, if smoked, dried, salted, pickled, frozen or otherwise prepared for preservation, are excluded from the treaty free list. We add that, little as the islanders would get, they might have to wait some time for the little, and could not keep that little long: for one amendment, adopted in executive session, stipulates that the convention shall not take effect until the existing tariff law of the United States shall have been so amended by act of Congress as to authorize the exemptions from, and changes in, our existing rates

out the provisions for continuing the treaty in force after five years. All we have to say is that if the treaty in the present form is accepted by Newfoundland, that island is easily satisfied. But perhaps certain Senators are riding for a fall. There is more than one way

of customs duty. A second amendment,

also passed in executive session, strikes

to skin a cat. We can hardly believe that the Senate a-plenty to repress and punish it, but | Committee on Foreign Relations, by their eviscerating treatment of the arbitration treaties concluded with six European Powers, designed to make the President a laughing stock. It is tolerably certain, however, that the Foreign Offices concerned will decline to take our State Department seriously should it ask them to attach substantial value to the disembowelled compacts which have emerged from the hands of the committee. In the shape which they have now

assumed, the treaties are shells, make believes, counterfeits, shams. They keep the word of arbitration to the ear and break it to the hope. They are simply tantamount to the sterile assertion that our Government approves of arbitration in principle, but that our Executive never will be suffered to agree to apply the principle, unless the agreement be couched in a treaty that will require the sanction of two-thirds of the Senate. That is to say, so far as any practical outcome of Mr. HAY's prolonged negotiations is concerned, the six

arbitration treaties are waste paper. We do not think that our Secretary of State should be condemned to assume the rôle of a "confidence man" by being forced to offer European Governments a gold brick.

Again, What Is Going On in Santo Domingo?

We print the following from the Utica public have a glimpse of the real anatomy | Herald-Despatch as a specimen of the of the various and several transactions statements of certain newspapers reand of the distinguished personages in- garding the administration of the cusvolved in them, and we warrant it will tom houses of Santo Domingo which

practical benefit than a hundred such | "The truth is that the taking charge of Santo discreditable manifestations as that pomingo's customs does not depend in any way which the House furnished yesterday, upon the treaty agreement or its ratification by Besides, no thoughtful and prayerful the Senate but upon the arbitral award rendered observer would be sobered by the reflectiast July by JOHN G. CARLISLE, DOR MANUEL DE J. GARVAN and Judge GRAY. . . Such action as has been taken by the State Department In Santo Domingo has been solely within its prerog-

These denials that anything irregular The public is like to be disheartened at | has been done in Santo Domingo in adthe whole performance. It would be far vance of the ratification of the proposed more impressed by the enforcement of treaty are based upon a statement offia law than by the passage of a law, and | cially or semi-officially issued on Feb. 4 it would lighten men's hearts to see a by some one in authority in the Departrailroad offender invited into the dock ment of State. As printed in the New instead of into the Cabinet of the Presi- | York Tribune of Feb. 5, this statement is as follows:

" The statement is made by authority that no proceedings under the pending Dominican arrangement have been taken, nor will they be taken until the arrangement is ratified by the United States. " While it has not yet been reported to the State Department that representatives of the United and Norway, Switzerland and Newfound- States have taken charge of any custom house except that at Puerto Plata, where Mr. Abbort "Oh, devils!" why is it offensive or per-President ROOSEVELT is understood to has been administering the customs for the last seven months, it is said that, even if such officials | angel, not a devil. were installed, as they may be at any moment, if any amendments were made the trea- such action would have no connection whatever ties would not be accepted by the other with the pending agreement relative to the genparties thereto. Seldom in our political | eral administration of Dominican finances by the history have the wishes and admonitions | tinted States. The fact is that the customs reof the Chief Magistrate been treated with | ceipts of Puetto Plata, owing in large part to a less deference. The treaty with New- diversion of trade from that port to other places. foundland, which was considered in ex- have been disappointingly small, and the claimants under the Dominican arbitration award of last July have been urging the State Department to extend committee, all of which were agreed to Sanchez. Monte Cristi and Samana-named in the

Such is the basis of the hasty and ill As for the six conventions entered into informed denial of the truth of the despatch of Feb. 2 which THE SUN received from Santo Domingo and printed on Feb. 3, stating that "representatives of the United States took control of the custom house receipts yesterday, in accordance with the terms of the proto-

col signed here on Jan. 20," Yesterday the same Mr. ABBOTT who is referred to in the foregoing attempt at explanation by somebody in the Department of State arrived in New York from Santo Domingo, which he left on Feb. 3. We now quote the subjoined question and answer from an interview with Judge John T. Abbott, printed gave the Federal Government control of all elsewhere in THE SUN this morning:

"Had the taking possession by our Government on Feb. 1 of all the Dominican ports anything to foundland vessels. They would also do with the award under which you have been act-

"Nothing wholever. All the Dominican ports selling fish and oil, so long as they con- were taken in charge by Minister Dawson under formed to the harbor regulations; nor and by authority of the Dillingham Sanche: protocol would they be subject to any charge, ex- of Jan. 20, 1965. When I say that Minister Dawson cept the payment of such light, harbor took charge of all the Dominican ports on the first and customs dues as are or may be levied of February 1 mean that he took charge of all of on Newfoundland fishing vessels. Moreover, all American manufactures, except not take charge of Puerto Plats, of course, because the specified articles, are to be all am already administering that part, under the seven specified articles, are to be ad- award of July 12, 1901. As to Monie Cristi, the day mitted into Newfoundland free of duty, | fleft Santo Domingo, Feb. 3, Admiral Stosses and

tlating with the citizens there, and I had no doubt

the negotiations would be successful. * * * When I speak of taking possession of all the Dominican ports under the protocol I mean the original protocol of Jan. 20, and not the amended protocol. The amended protocol is something that has developed since I left there."

This is curious business. It may be serious business for somebody acting with real or pretended authority from the Administration

A statement of facts that shall be a franker statement and a better explanation than any yet made at Washington is due to the Senate and the people.

The Beginning of a Campaign of

Education. The remarks of Mr. McCall on the Townsend Rate Regulation bill constitute not only an indictment of this particular measure, but also a masterly discussion of the subject in its broader

Do not be deterred by the length of the speech from reading it through. Every paragraph is interesting, every argument is pertinent.

There is an attempt to justify the new movement for the extension of Federal power over business by the assumption that the popular demand for such legislation is imperative.

Whence comes that demand? What evidence is there of the existence of any such public sentiment in favor of Government rate fixing, any more than for Federal regulation of wages under the interstate commerce clause of the Con-

The brief debate in the House preceding the perfunctory passage of the Townsend bill yesterday afternoon contributed nothing better calculated to enlighten public opinion than the remarkable speech to which we devote considerable space this morning. Not an inch of that space is wasted.

Oh, Shucks!

The illustrious Ohio reformer Gen. CHARLES HENRY GROSVENOR has been "insulted." He was talking about the report of the Committee on Rules as to the railroad rate bill, gibing the Democrats and asserting that the Republicans are the only original and genuine railroad baiters. Then followed this colloquium. Mr. COCHRAN is the Hon. CHARLES FREMONT COCHRAN, a Bryanite of the purest ray serene. Mr. GAINES is our old friend, and tobacco's, Dr. JOHN WESLEY GAINES:

" Mr. Cochran of Missourt-Mr. Speaker-Mr. GROSVENOR-Mr. Speaker, I cannot be interrupted now -

"Mr. Cochran of Missouri-When the Inter-President in the White House?

" Mr. GROSVENOR-Why, certainly; It was passed by a Democratic House and I voted against it. Mr. Cochean of Missouri-And was signed by

a Democratic President. "Mr. GROSVENOR-That bill was, yes; but it was the bill of Cullon --

Mr. GAINES of Tennessee -Oh. shucks! [Laughter and applause on the Democratic side. Mr. GROSVENOR-That was a remark made by the gentleman from Tennessee in keeping with the

character of the position that he occupies. Mr. Gaines of Tennessee-Now, Mr. Speaker --Mr. GROSVENOR-Mr. Speaker, I do not propose to yield the floor. The gentleman has insulted me

in such a manner that-Mr. GAINES of Tennessee-1 would 'state to the gentleman I meant nothing offensive to the gen-

" Mr. GROSVENOR-It was offensive.

" The Speaker pro tempore-The gentleman from " Mr. GROSVENOR-I decline to yield. The gentleman who makes that sort of an attack upon me must not ask me to allow him an opportunity to

Mr. Gaines of Tennessee-The gentleman ought

not to make an ungentlemanly reply to me. " Mr. GROSVENOR-I stand by my reply, " Mr. Gatnes of Tennessee-So do I stand by

Dr. GAINES is a gracious boy, younger than the Buckeye sage by eight and twenty years. He is incapable of throwing a brick at that monument of virtue. What of offensive or ungentlemanly is hidden in this homely interjection, "Oh, shucks"?

"Shuck," the dictionaries that cannot lie tell us, can hardly be from the Anglo-Saxon "scucca," "sceocca," a "devil," because those words became obsolete in early middle English. Still, they might be preserved in middle Tennessee English, mid-Tennessee being conservative in some excellent respects.

Dr. GAINES, however, never speaks of the "Money Shuck." He says "Money Devil." Even if "Oh, shucks!" means sonal to Gen. GROSVENOR? He is an

Remains "shucks" as the plural of carp of hickory nuts and walnuts, the prickly involucre of chestnuts." "Shucks" worthless.'

Applied not to Gen. GROSVENOR, but to this whole precious comedy of railroad rate regulation, this wild romp of Repubwhich both sides expect and hope that the Senate will suffocate or overlayso applied, the exclamation "Oh, shucks!" rises to the dignity of a sound criticism or a just obituary notice.

Seventeen votes against the Townsend bill, with three hundred and twenty-six Republicans and Democrats tumbling over each other in their eagerness to vote for the measure and to claim it as partisan

Of the seventeen who stood with Mr. McCall eleven were Republicans. Five years ago, when he had the courage to vote No on the joint resolution proposing a constitutional amendment that practically business within the States, he was one of two Republican protestants

another and different aspect, it was a greater day for WILLIAM J. BRYAN. Jam. TO THE POITOR OF THE SUN-Sir: I read your

editorial on "Jam" and enjoyed it with gusto Are we also going to have Bryan idea

compelled to believe in bad signs.

It was a great day for Mr. McCall. In

FRANK M. KELLEY. NEW YORK, Feb. 8. The Signs on the Wall. Beishazzar saw the writing on the wall.

"If I tried to remove it, they'd only get out an alunction." he moodily remarked.

"Inde

Profiting by the example of the future, he was

CHICKEN-STEALING TIGER.

Caught in a Hen Roost in Singapore and Killed by a Policeman. Tuesday night Police Sergeant Reynolds

was informed by a Malay police constable on duty at Goodwood, the residence in Scott's road of Sir Lionel Cox, the Chief Justice, that a tiger was in his Lordship's compound. Sergeant Reynolds doubted the statement, says the Singapore Straits Budget, but the Malay constable protested that he was correct. Sergeant Reynolds thereupon armed himself with one of the police rifles and gave another rifle to the Malay.

The police sergeant proceeded to the kebun's house and was told that the tiger was underneath it. This little dwelling is raised about two feet above the ground and the space below the flooring is used as a chicken roost. Two sides were covered with boards and two were open. Round the two open sides a number of Malays and a few Chinese "boys" had gathered. They held lamps and shouted excitedly.

One of the Malays put a lamp just inside the opening and Sergeant Reynolds put his' the opening and Sergeant heynoids put his head and shoulders under the flooring. The Malay constable was just behind him with the second rifle. His eyes lighted on a heap of dead fowls in a corner about twelve feet away, which he at first mis-took for the tiger. He levelled his rifle and waited. Almost immediately a tiger lifted its head above the dead fowls and looked at him, its eyes shining brightly in looked at him, its eyes shining brightly in the darkness. It commenced snarling and growling at the intruder. Reynolds took steady aim between the eyes and fired.

The Malays stood back as Reynolds fired, for they expected the tiger to dash out. Immediately the shot was fired, the brute's head disappeared and the Malay constable handed Reynolds the second rifle, which was loaded. Reynolds cocked it and waited quietly for another glimpse of the

animal.

After an interval of some ten minutes, the Malays cut away the boards near the animal with parangs. They pulled out first fourteen dead fowls, and lastly hauled out the tiger, which was quite dead. On examination it was found that the heavy Snider bullet had penetrated the animal's forehead just above the left eye, gone through the brain and burst open the neck on both sides.

reck on both sides.

The animal, which proved to be a small tigress, measured over six feet from tip to tip, and belonged to a small species of tiger, commonly known as the "mottled tiger."

He says that it is very flerce and thinks that this specimen was about twelve years and the says that the says that the specimen was about twelve years and the says that the specimen was about twelve years. old. The animal, which stood very low, was in fine condition. Its skin was beautifully marked with a mixture of stripes and spots.

The Napoleon of Venezuela.

TO THE EDITOR OF THE SUN-Sir: Let me congratulate you on your editorial "A Pro-

ramme for Venezuela."

There is no doubt for about a year that Mr. Bowen has been persona non grata to I resident Castro, although the causes that led to that condition of affairs are in no respect a reflection on Mr. Bowen, but merely furnish another proof of the treachery in Castro's character.

There is no reason why the United States should pull Mr. Bowen's chestnuts from the

The people of Venezuela just now are more state Commerce bill was passed was a Republican favorably disposed toward Americans than any other foreigners, and any hostile move that could be avoided by diplomacy would

Whoever succeeds Bowen must not repeat Bowen's mistake of underestimating Castro. Castro is a very able though unscrupulous but no weakling can remain in power

n Venezuela. Castro is the Napoleon of Venezuela, and any Power that undertakes a campaign against him will have a number of surprises before its troops reach Caracas. BROOKLYN, Feb. 9.

A Little Temperance Lecture. TO THE EDITOR OF THE SUN-Sir: There is much collab talk about how a man can reform from

would ask such a question would ask such a question.

The Bowery saloons illustrate to us the main thoroughfare where liquor is sold in large quantities, and it is there that various respectable men are driven to drink, through the efforts of probably

principal hang-ou A man when he is drunk thinks he has great pleasure, but when he finds out the results of i jured physically, he realizes that drink is not as

good as he thought. Practically the same man is made a foot of by his neighbors, who tell other people about him. He is disliked, and finds out that he cannot get a place to work. He is ashamed of the world, and may be either killed or he may commit suicide. I will illustrate with a little story:

One summer's day in 1903 a drunken man, in appearance a good looking and respectable gentleman, was parading up and down the Bowery has ing a gala time. In one of his coat pockets was a gold watch and a valuable diamond pin was in his necktle. He was approached and set upon by two thugs, who came out of a hallway near by and struck him on the head, so that he at once became senseless. They carried him into a neighboring house and took from him his valuable articles. A oliceman was seen to pass by when all hostilities floor near a hallway. He called for assistance, and they sent the man to the hospital, where medi-

This goes to show what happens to man, boy or woman when they are drunk, and I advise all to keep away from it, and if they take my advice they will be very thankful to me when they get older. NEW YORK, Feb. 9.

The Schenectady Revival Continues.

TO THE EDITOR OF THE SUN-Sir: Riding in e street cars of Scheneetady, one reads "Come the Gospel Meetings." Going into a store to business, the same invitation meets the eye. "shuck," a "husk," a "pod," "the epi- long. In the morning and evening papers one reads

A friend stops you on the street with the inquiry, is used thus to indicate "something "How did you enjoy the meeting last night?" Proposed society events are postponed because of the meetings. Men pass the clubs, the theatres, the saloons, hurrying to one or other of the various nightly revival gatherings. Usually about ninety per cent. of a religious audience consists of women licans and Democrats in the House, each side pretending to be more eager than the other for a policy and a measure night, in goodly numbers. And all this is going on even in the First Dutch Reformed Church, probably the oldest and certainly the most conservative in Schenectady's history of three centuries.

Work and results of this character in a new Western sty, or in times of financial catastrophe, one could inderstand; but in staid "Old Dorp" at the time of that body.

Mork and results of this character in a new Western and I say it without disparagement, was the most considerable man ever a member of that body.

In a substance of this character in a new Western and I say it without disparagement, was the plicit and effective.

The looting propensities sometimes shown its greatest prosperity, the condition, so long con ed, is remarkable. It matters not that several meetings are set for the same hour, all are well attended and some are crowded. The interest in all classes of society is intense. Men who never before gave a dollar to church or charity are giving now. Family and business estrangements are being healed. Frivolity on the streets is checked. Faces are serious and anxious. When and where it will end no one can predict.

SCHENECTADY, Feb. 8.

The Fractional Dutchman.

THE EDITOR OF THE SUN-Sir: Answering the question propounded by "R." in yesterday's Sun as to the quantity of Dutch blood left in the President, assuming him to be of Dutch stock six generations in this country, I would suggest that a simple mathematical calculation will show the President to be one one hundred and twenty-eighth (1-128) and one hundred and twenty seven one hundred and twenty eighths (127-128) other blood.

A Correction From Hades. TO THE EDITOR OF THE SUN-Sir: What I wrote ELTSIAN FIELDS, Feb. 7.

"Hoe opus, hie labor est." P. V. Mano.

A Peen in Graftland. "My dear," growled the Man Higher Up. aren't the kind of biscuits that mother used to

"Indeed;" she retorted sweetly. "Neither are you the kind of John Doe that father used to make." The meal proceeded in slience.

HONESTY AND GOOD SENSE. Mr. McCall's Speech on Federal Rate Regulation That Is Confiscation.

From the Congressional Record. Mr. McCall,-Mr. Chairman, clearly defined evils have developed in the operation of our railroads which demand the attention of Congress, nithough I believe that under the ration of the Elkins act they are excep-There can be no doubt that favoritism and the unequal treatment of shippers by some railroads have been in the past carried so far as to turn the scale between competitors in the same lines of business, building up the fortunes of one set of men and destroying the fortunes of another. Rebates and secret rates lower than published tariffs have been given to favored individuals. Extraordinary essions have been made to shippers who own their private cars, to small terminal switches that masquerade under the name of independent railroads, and there has been direct favoritism in the allotment of cars among shippers in times when the demands of traffic were too great for the facilities of therailroad. Public opinion has been aroused on this question of favoritism, and aroused justly. Congress should deal, and deal in no general terms which may be tiable to doubtful construction, but clearly and explicitly, with these abuses so that if they now exist they may be stopped and if they do not exist they may not be put in practice hereafter

But gentlemen declaim about one set of abuses and propose a remedy for someth else. They graphically portray the evil of favoritism and discrimination and then anince the triumphant non sequitur that the commission should be given power to fix the rates at which railroads should sell their transportation. What relation has the making of rates by the Government to the giving of rebates to favored shippers, under one device or another, unless it be the relation of cause to effect? Can not a railroad grant a rebate from a rate established by a mission as well as from one established by itself? Rather, it seems to me, rate fixing by an agency of the Government would aug-We may assume, I think, with entire safety that the commission would not compel the public to pay a higher rate than the railroad asked. If it interfered with railroad rates it would interfere to make them lower. The tendency of reducing rates would he to make weak lines weaker, and in their struggle for self-preservation they would naturally offer any inducement in their power to secure the business of great shippers.

say such a course would be criminal, but such a course is criminal under existing law. My objection to the bill proposed is twowith the real evil and that it makes a most illogical response to the real public opinion, and, second, because it does provide for the exercise of a dangerous power with too slight safeguards, a power which is not asked to be conferred by anything worthy of the name of public opinion and which at the most is

sustained by a mere public emotion.

Mr. Kernan, one of the most intelligent of the advocates of this legislation, declared that ninety-nine out of a hundred shippers did not complain that rates were too high, complained at the relative rate-in other words, at a form of discrimination. An atfounded public sentiment against any kind of unequal treatment by railroads in favor of a proposition that the Government shall fix railroad rates under the slender safewhich only two years ago Congress blindly acter might be cited. Speaking browned repealed; prohibit both specifically and genvices for conferring special rates and then enforce the law which you shall enact and amount of its nominal capitalization.

that effectively, but it does something entirely great country in the world.

Now, having practicall chief purpose is to have the Government establish railroad rates. The advocates of the proposition are aware that they are making an extraordinary proposal, from the frank statement of which they recoil. This by the network of more than 200,000 miles of is shown by the way in which they employ railroads, along come the protessor has any is shown by the way in which they employ railroads, along come the protessor has land for and knows thoroughly the effects of drink language to minimize it. They say that they tor and the man who bought his land for language to minimize it. They say that they tor and the man who bought his land for do not ask the Government to fix initial rates | \$1.25 an acre and saw it increased by the buildauthority to fix railroad rates, but where a published rate is challenged they ask that the commission may revise it. It is apparently to be something very exceptional and very remote. As interstate rates must, under the present law, be published from all the owners of the railroad make upon theirs, railroad points, it follows that there could and they join hands together and eay, "Go to; not be an initial rate upon a railroad which these gentlemen are performing a governhad not yet been built, and the power to re-vise one published rate involves the power to take charge of their business and should say revise all published rates. A single complainant, under the operation of this bill, and iron." As nearly \$1,000,000,000 are each could, without doubt, bring in question all year directly expended by railroads for labor ton, New York and Philadelphia, as related to the rates from Chicago to New Orleans, if, indeed, he could not attack every railroad the gross earnings of the railroads are paid rate in the United States

been complained of will disappear.

bill can certainly be exercised, by the employment of the slightest formality, against represent, shall do the work of carrying comevery interstate rate in the country. That is too plain to be denied. Why, then, do gentlemen recoil from their proposition? Why do they affect a conservatism as if they would working in the employ of private enterprise working in the employ of private enterprise. not do the thing they are proposing to do? It is simply that the frank and unqualified fixed by a Government which is controlled statement of the policy would shock all notions of conservatism. I agree to regula-tion, but it must be a regulation not incompatible with the fundamental principles of received. Railroads are private property. and are operated by private capital. permitting private property to be taken for and much more for private us all civilized law exacts in advance safeguards to protect the owner; but here you propose a proceeding by which some por-Walking through the streets, one meets large can-vas signs stretched clear across the buildings with "Gospel meeting every evening" in letters two feet only exact no security in advance, but you column after column of reports of the various meet-ing the ordinary legal remedies in the consti-tutional tribunal of his country. Years afterward perhaps courts may hold that the taking was illegal and must be stopped. But what remedy is there for the taking which has already occurred? This feature of your bill crosses the line between regulation and confiscation and outrages the most patent

I know it is said that the commission to fix railroad rates. I am not sure that that is true as broadly as it is stated. I will quote what was said with regard to the task of rate making on the part of the commission by Chief Justice Cooley, a gentleman who,

In a country so large as ours, with so vast a mile-

on an average, it is said, of four times a year | who imagines that the Supreme Co. are going to occur if you do not confer this of prometing the general welfare rate fixing power. On a sudden a popular If the Government is to require a set of men

peased at once, will sweep away all railroad property. I doubt the existence of this rage, but if it exists it is like the appetite that grows by what it feeds on. The very way to

I have just alluded to the silver q which will again illustrate the point I have in mind. It was said, you will remember we must do something for silver or we should speedily witness something extreme done and would even find ourselves upon the silver standard. And so we did some things for silver, and the very things we did almost put us on the silver standard, and if they had not been repealed they would certainly have put us there. Your bill, in my opinion, takes the first long step in the direction of the policy And after whice you say you wish to avoid. your bill has been in operation and the rocks are loo ning large around you, you cannot be sure that you will have at the helm a man of the indomitable will and courage of Grover Cleveland. Suppose you have a President who sets his sails to catch every breeze that blows. Do you think you would have as fortunate an escape as you did from the consequences of "doing something" for silver?

Let us consider for a moment what is in-

volved in the pending proposition. It is said that the construction of the great highways of commerce is a governmental function which has only been delegated to individuals. but it is plain that it is a governmental func-tion that the different States of the Union generally refrained from performing, and refrained with a good deal of discretion in view of the disastrous financial experiments which some of them made in attempting to build the railroads for themselves. called upon private enterprise to employ private capital in order that the co might be built up, and gentlemen embarked in the business of building railroads not, as might be inferred from some of the sounding generalities indulged in to-day, for the mere purpose of exercising a governmental func-tion, but they embarked in it in response to the invitations of the different State governments, as all men embark in business, for the purpose of making profit for themselves. And the result has been the creation of a railroad system beyond comparison, the most splendid of the railroad systems of the world, a system built up with few exceptions by private capital, extending to the most inac-cessible regions of the country and that has been the chief factor in the production of our inparalleled prosperity.

The American rallway system resulting

from this policy is the crowning industrial glory of America. It is as fair and innocent a form of property as any in existence. it did not bless him who made it, it doubly blessed the country. It could not be duplicated to-day, I venture to say, by an amount of money equal to its nominal capital know it is argued that the shares are largely watered. But I have wondered when statistics were produced here that notorious facts of an opposite character were not Some of the ancient stock watering performances of Gould and Fisk and Vanderbilt were cited as if they were quite the rule Why, the New York Central Railroad, which has been referred to, has within ten years increased its capital many millions of dollars and has received in its treasury 25 per cen words, at a form of discrimination. An attempt is made to utilize a genuine and well more money than the par value of the new founded public sentiment against any kind stock it issued. The Pennsylvania Railroad within two years increased its, stock 50 per cent., and it received in money from 20 to 40 per cent, more than the stock it issued. Only very few men have considered. Bring in a bill which shall restore some of the penalties which only two years ago Copprass blanks. while there are particular roads with inflated erally the employment of the different de- capitals, the railroad system as a whole cos in actual money not greatly less than the the day of unjust discrimination by railroads returns upon the money actually invested will have ended and the abuses which have will, on the average, I believe, not exceed 5 per cent. Notwithstanding our sparse But as I said, this bill not only does not do population, we have the lowest rates of any

Now, having practically completed the rallroad system of the United States, private enterprise having bridged over our great rivers and tunnelled our mountains and or to clothe the commission with general ing of railroads to \$50 or \$100 an acre, and the the rates from Chicago, for instance, to Bos- and a great additional amount for supplie The power to fix rates conferred by this people operating with their own capital railroads built by themselves, or those the shall, in the last analysis, have their wages

by the majority, whose interest it will be to have cheap transportation. Can you imagine a more ideal scheme for the destruction of private property and one merely does the proposition involve the rights freedom of a man to sell his labor in the oper but it vests in a commission the power to natural advantages, to give to an inland cit the benefit of a location upon the scaboard or upon a great river, and to give to the board city the dignified seclusion of an inland town. I believe this power, with the ineffective safeguards of this bill, is too vast and too dangerous to be wielded by any political government, and that it is likely to lead to the ment ownership of railroads over the pathway of confiscation. There is no essential analogy between this

proposition and the control which municipalities exercise over those services which use the public streets, or even such control as States, the mothers of these corporations, have attempted to exercise over their children. The national Government is a vastly greater engine than are the subordinate governments, and the constitutional safeguards

beyond question by cities and States have been effectively restrained, but when the age of roads, it would be superhuman. A con-struction of the law which would require the per-formance would render the due administration of greater number appear to be adverse to the the law altogether impractical, and that fact tends rights which are invaded, when the demastrongly to show that such a construction could gogue, ever ready to bribe the people in the The Supreme Court held that he was right himself on the platform that the charges of as a matter of law; and pass this bill, and I be- the railroads should be reduced, and when lieve you will find that he was right as a the decree is finally registered under the matter of fact. But let it stand that every. authority of Congress and the very air vibody believed the commission had the power | brates with the demands of a public opinion to fix the rates. They exercised the power or rather with an aroused public appetite. for ten years. It would not appear from this stand between the national Government and that there was any general injustice in rates. It must be remembered, however, that dur- deniable tendency for the court to uphold ing those ten years the gentlemen now pur- what is called the political department of the suing the railroads were engrossed by other Government and to sanction any policy upon occupations. They were employed in bank which it may enter. If it could support the balting and in attempting to secure the free contention that we could tax one portion of coinage of silver, employments that are now American territory by a different system of fortunately obsolete. If those keen and rest-less intellects should devote themselves ex-another portion, and uphold this un-Americlusively, or in any large measure, to the can doctrine in contradiction to the voice of railroads, the task of rate fixing under this bill would speedily become what Mr. Cooley called it, superhuman. I think, therefore, othing of what would happen can be in- ; the owners of a railroad will be heard against ferred from what did happen between 1887 the national Government acting under its and 1897. It is said also that direful things imperial claims of regulating commerce and

rage has been kindled which, unless it is ap- using their own property to render a service | war.

at a price to be fixed by the Govern should guarantee them against any loss w such a price would entail. To do oth would be shameless tyranny, and yet bring to pass the thing you want to avert is to start on the policy of rate fixing.

bring to pass the thing you want to avert is bill having that object in view could bill having that object in view could ment ownership, it is more in acc it at the outset and have the Gove ers at their fair value. That, I under is the programme of the fascinating go man who is now the leader of the fren party. But the policy which I believe is his to be the outgrowth of this bill in its pre drastic form will have in it no such an el of justice. The commission which vo dow with such transcendent power will soone

or later inevitably become a political It will respond to public demands for I rates. The gentleman from Florida gave a startling proof of this tendency in his elo speech in favor of this bill when he cited a case which showed that his own State fixed railroad rates below the cost of or tion. If that course was taken by an old and conservative State like Florida, what a be expected from the more radical Sta of the Union? Railroad securities w under such a policy, gradually decline in value. The public will forget the condit of things existing one or two decades in the past, or, if it remembers, its conscience as be sufficiently hardened by this policy to spond to vague appeals to seize those great national highways in the interests of natisymmetry, and perhaps in the interests of civilization, a plea that has been worn thread bare in our time, and the present generation would, I believe, see the rallroads owned and operated by the Government

It is alleged as a reason for this legislation that rates have slightly increased in the lasfive years. That depends entirely upon what you accept as your standard. The man who deals in any of the ordinary commodities of common use can buy more transportation day than he could five years ago. In other words, treating transportation as a product, it is relatively to other products, cheaper today than it was five years ago, for w modities in general have during that time risen about 20 per cent, in price, transportation has risen about 4 per cent. And this er tire increase of 4 per cent. is accounted for the increase in the wages the railroads patheir men. What will be the first step by engineers of this rate fixing device? They must justify the proceeding by cutting down rates or there will be no public benefit from this standpoint. That in turn will compel the railroads to reduce the cost of their service, and if they cannot reduce the price they pay for steel and ties they will of necessity be compelled to reduce the wages of labor, and the benevolent design of the manufacturer of leather or pig iron to secure lower rates and greater profits for himself will be

attended with general public inconvenience.

It will be far better for society to let the natural struggle go on between railroads, employees, shippers and localities than it would be to set up a little machine deity called a commission, with at the most only a governmental interest and with a mandate to supersede the laws of nature and still those great industrial energies which are as necessary to the health of society as the movements of tides and currents are to the sweet-

ness of the sea. I am opposed to this bill because of its ten-dency tremendously to increase the power of the Government at Washington. The enor mous concentration and pressure of power involved in the attempt to have a single govern ment run our railroads, and, as a result, those great engines that produce the articles of interstate commerce, would be to engender here a heated centre of despotism destructive of the last appearance of individual freedom. Liberty is only compatible in this country with keeping the management of their affairs near to the people, where they can see how they are conducted. Distant as they are from Washington, they get merely the stage effects, and the actor who is set down to play all the virtuous parts in the play may be in fact the real villain. A system like ours, with the functions of government distributed among different organs and localities, is tolerant in the highest degree of freedom. and the unshackled liberty of millions of men employing with the least restraint the faculties God has given them is what has produced our marvellous developme by your puny statutes that splendid opportunity for enterprising human endeavor, the very shrine of American liberty. not care to see created at Washington a "Little Father" as there is one at St. Petersburg. For my part I prefer the American system of distributed power, with as much as possible left to the individual, to the Rus-

sian system of centralized power, It is said that this legislation is pop The popularity of a measure is not always the test of its wisdom. Unfortunately, it is usually popular, for the time being, for those in high authority to marshal and gratify the predatory instincts of a people. greenback was good enough for the soldier who risked his life, and that, therefore, it was good enough for the bondholder who ha started the printing presses in motion ! public creditor. Does any one doubt that would have been popular, even as popular at Franklin Pierce the day the latter was elected electoral college? And yet Grant, instead of appealing to the passion of the moment, considered the real interests of his country and gave the people a chance to think and to form a real opinion, and by so doing he laid the foundation upon which was built the fair structure of national credit ever reared by a nation. Did Grover Cleveland perform a popular act when he issued bonds in time of profound peace? And yet he saved the gold standard to his country.

Grant, if you want to, that our people to by the Government; yet we must remembe ups and downs in the career of a nation. After the strain of producing great heroes and great statesmen it is natural that the national energies should become relaxed and engage themselves in bringing forth pygmies, and fleeting across the mind of somebody in high authority should for a time usurp the place of the principles of enduring constitution. We may well hesitate to queath the policy of this bill as a legacsuch a time. Let us then permit this (we edged sword to sleep in its scabbard, at leas until some one shall give a reason why should be drawn. Let us make the ample provision the law can make for the absolute. equal treatment of everybody by the rail roads, but let us not enter upon the advenmyself that anything I have said can turn you from your purpose to pass this measure but believing, as I firmly do, that it is charge whose means have been employed in a way too, that its operation would be injurious myself utterly unable to give it my support.

To the Epiron of The Sun—Sir: I object to Philadelpula being placed ahead of New Yorks or rather, I should say, Brooklyn—for that is my native section. In your issue of Feb. 8, under the heading "Live Topics About Town." you tell of a New Yorker returned from Philadelphia recently and being exceedingly pleased with the idea of being able to telephone while dining without les-

some time. In Brooklyn. The arrangement is the same as that which is described by you spondent 'Chicago" to day. We do not us and yards of wire with the instrument," bethe connection is made in the wall beside the tables and in the floor beside the centre tables. HENRY STUART.

BROOKLYN, Feb. 9. When the Bill Came In-

Mrs. Knicker-How was your new gown!